

Six men of the fishing motor
Lenore, given up for lost, were
found at Pensacola, Friday, by the
Ellen C., from Mobile. Last night
the engine of their boat
and they were blown to sea.
The men lived on salt fish and
when picked up by the schooner
100 miles out.

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CH. ORIOLE MADE GOOD PASSAGE

me Along From Bonne
Bay With Big Cargo
in Seven Days.

The only fare in since yesterday,
of the gill netters is sch. Ori-
Capt. Lew Wharton from Bonne
N. F., with a full cargo of froz-
and pickled herring.
The Oriole made the passage in
en days, coming along in good
pe. She has 1250 barrels of frozen
ring, including 70 barrels in her
and 175 barrels of pickled her-
The gill net fishermen landed 40,000
ands yesterday. Several of the
ats took good fares, but the ma-
ty of them ran small.

Today's Arrivals and Receipts.

The arivals and receipts in detail
Sch. Oriole, Bay of Islands, N. F.,
0 bbls. frozen herring, 175 bbls.
kled herring.
Str. Robert and Edwin, gill netting,
0 lbs. fresh fish.
Str. Quoddy, gill netting, 1200 lbs.
sh fish.
Str. Naomi Bruce, gill netting, 2000
fresh fish.
Sch. Orion, gill netting, 1700 lbs.
sh fish.
Str. Rough Rider, gill netting, 850
fresh fish.
Sch. Nomad, gill netting, 7500 lbs.
sh fish.
Str. Enterprise, gill netting, 3500
fresh fish.
Sch. Bethulia, gill netting, 1000 lbs.
sh fish.
Str. Philomena, gill netting, 1500
fresh fish.
Str. Hugo, gill netting, 800 lbs.
sh fish.
Str. Sunflower gill netting, 1000 lbs.
sh fish.
Str. Ethel, gill netting, 1000 lbs.
sh fish.
Str. George E. Fisher, gill netting,
0 lbs. fresh fish.
Sch. Little Fannie, gill netting, 3000
fresh fish.
Sch. Gertrude T., gill netting, 1400
fresh fish.
Str. Geisha, gill netting, 1000 lbs.
sh fish.
Str. Seven Brothers, 1000 lbs. fresh
sh fish.
Str. Dolphin, gill netting, 500 lbs.
sh fish.
Str. Medomak, gill netting, 500 lbs.
sh fish.
Str. R. J. Killick, gill netting, 3100
fresh fish.
Str. Lorena, gill netting, 1300 lbs.
sh fish.
Str. Sawyer, gill netting, 1500 lbs.
sh fish.

Liscomb Fishing Notes.

ere were 10 American fishing
ers at Liscomb last week. All
ried good fishing on Liscomb
as. One man suffering with an
y to his hand from the schooner
nto, and sent to Halifax on the
mer Dufferin. He will be looked
by the American Consul.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large,
6.75 per cwt.; medium, \$4.75; snap-
pers, \$3.50.
Eastern halibut codfish, large, \$5.00;
medium, \$4.50.
Georges halibut codfish, large, \$5.50;
mediums, \$4.50.
Cusk, large, \$2.50; medium, \$2.00;
snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium,
\$2.00; snappers, 75c
Western cod, large \$2.50; medium,
\$2.15; snappers, 75c.
All codfish not gilled, 10c per 100
pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50;
snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring,
\$3.50 per bbl.
Newfoundland pickled herring, \$4.50
per bbl.
Newfoundland frozen herring, 3 1-2c
per lb.
Fresh halibut, 18c per lb. for white
and 14c for gray.

MOST VALUABLE IN THE WORLD

Is the Lobster Industry of
the Province of Nova
Scotia.

The lobster industry of Nova Sco-
tia is the most valuable in the world.
The total marketed value of all the
lobsters taken from its waters for the
year ending March 31, 1912, reached
the three million dollar mark as com-
pared with a corresponding value of
five million for the whole Dominion.

New Brunswick produced \$743,869
worth, Prince Edward Island and
\$331,519 and Quebec \$363,832 during
the same year.

The lobstery is also the most valu-
able of the provincial fisheries, to-
talling one-third the entire fisheries
value thereof, while in the Dominion
its position is surpassed only by that
of salmon. It is the main source of
subsistence of some 20,000 fishermen
and as many as 14,000 persons, male
and female, find employment in the
canneries. The amount of capital in-
vested in the industry is very large.
Besides the value of boats and outfits
which are used for general fishing
purposes, as well as the lobstery,
there were in 1911-12 some 756,067
trays, valued at \$644,110 and 226 can-
neries valued at \$236,945, in addition
to the capital invested in cold stor-
age plants, fishhouses and other small-
er allied industries closely connected
with the carrying on of the lobster
industry.—G. M. Lewis, in industrial
Canada.

TO INSPECT N. S. CURED FISH

A despatch from Ottawa states that
the Department of Marine and Fisher-
ies is drafting an act which will pro-
vide for rigid government inspection
of cured fish, from the standpoint of
pure food.

The new measure, certain details of
which have yet to be worked out, is
largely based upon an act which has
been in force in Scotland for several
years past, with excellent results. It
will likely go into effect in time for
next season's catch, and will undoubt-
edly go a long way not only towards
stimulating Canadian fishermen and
packers to better efforts, thus enhanc-
ing the prestige of Canadian fish
abroad, but also towards giving the
consumer purer, more healthful and
better fish.

HALIBUT CRAFT LOST ON PACIFIC

As a result of the wild weather
which has prevailed in the North
lately, the Vancouver, B. C., halibut
schooner G. R. Hughes, met with an
untimely fate by being driven onto
Secretary Point, Hope Island, in
northern British Columbia, on De-
cember 24, and was totally destroyed.

The wrecked schooner was a craft
of 43 tons gross register and was
built at Oakland three years ago.
Capt. Cullen and associates purchas-
ed her and under the name of the
Rosine, she fished out of Prince Rup-
ert only to meet disaster on April
24 last, when her gasoline tank ex-
ploded, and two of the crew were se-
verely burned. The vessel was
brought to Vancouver and practi-
cally rebuilt. About two weeks be-
fore she left on her first venture un-
der the name of G. R. Hughes.

NOVA SCOTIA LOSSES, 1913

The casualties to Canadian fishing
vessels and fishermen during the year
1913, as shown by the monthly bulle-
tin, regarding the sea fisheries, are
as follows:—

Nova Scotia—Three vessels and 35
boats wrecked and 8 fishermen
drowned.

New Brunswick—Five boats wreck-
ed and 4 fishermen drowned.

Quebec—Four boats wrecked and
1 fisherman drowned.

British Columbia—Two vessels and
2 boats wrecked and 1 fisherman
drowned, or a total for both coasts
of 5 vessels and 46 boats wrecked and
14 fishermen drowned.

MANOMET AT T WHARF TODAY

Little Craft Harbored Safely
at Portsmouth During
the Gale.

One arrival, brought to a close the
week's fresh business at T wharf,
Boston, today. The craft in was sch.
Manomet, Capt. William Price, with a
10,000 pound fare from the shore.
During the gale, the Manomet put in
at Portsmouth for harbor.

Wholesale prices at opening were
\$5 a hundred pounds for haddock, \$3
for large and \$3 for market cod, \$2 to
\$6 for hake, \$3.65 for pollock, and \$2
for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail
are:

Manomet, 6000 haddock, 800 cod, 2500
hake, 1000 pollock.
Haddock, \$5 per cwt.; large cod, \$5;
market cod, \$3; hake, \$2 to \$6; pol-
lock, \$3.65; cusk, \$2.

PACIFIC HALIBUT CRAFT BURNED

Three men were burned and the hal-
ibut schooner Bertha reduced to a
charred hulk by a fire which started
from an explosion in the vessel's en-
gine room on December 22, while she
lay at the shipbuilding yards of King
& Winge, West Seattle.

Andrew Nelson, chief engineer of
the schooner, overturned a lantern in
the engine room while repairing a
leaking fuel tank. An explosion fol-
lowed and in an instant the engine
room was a mass of flames. Nelson
was badly burned about the face,
head and hands in fighting the flames
and retreated to the deck.

Klase Wick, who was on the pier at
the King & Winge yards, hurried
aboard the schooner and in an attempt
to extinguish the flames was burned
about the hands and face.

Fred Egan, first pipeman of the fire-
boat Snoqualmie, while fighting the
flames, was caught in a flare from the
fuel tank and badly burned about the
face, hands and head.

The Bertha was built at Bremerton
a year ago, was of 23 tons net, and was
valued at \$12,000. Her owners, Wick
Brothers, of Bremerton, carried no in-
surance.